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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Cottbus Airfield

25X1

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

25X1

1. About 2 p.m. on 1 March 1952, three jet bombers practiced taking off and landing at Cottbus airfield. There was a cloud base of about 1,000 meters and a visibility of 10 km. One plane with a metal cockpit [redacted] (1) The antenna system was alike on the three jet bombers, but no antenna mast was observed on the upper side of their fuselages. (2) A radio truck with a plexiglass superstructure was at the east end of the runway. No antenna was on top of this superstructure. On 4 March, there was no flying at the field. Thirty-eight Pe-2s, 3 Pe-2s with two cabins, 3 twin-engine planes with nose wheels and 3 jet bombers, including 2 type-27s and 1 type-30 planes, were stationed at the installation. (3)
2. On 6 March, the same occupation was observed at the field as on 4 March. Take-offs and landings were practiced by a type-27 jet bomber [redacted] a type-30 jet bomber [redacted] and 2 twin-engine aircraft with nose wheels, [redacted] The training had made further progress. The jet aircraft pilots showed great skill in landing and required only 800 to 1,000 meters for the take-off run. (3) [redacted] the jet bombers had an antenna under their fuselages. The antenna was fitted about 10 to 20 cm from the nose and extended to a point 2 or 3 meters from the end of the fuselage. An antenna mast 50 to 70 cm long projected from the bottom side of the fuselage, just aft of the covering panels of the nose wheel, slightly to the right of the panels. (4) Weapons were occasionally observed in the rear gunner's stations of the type-27 planes; no weapons were fitted in the tails of the type-30 planes.
3. The aircraft crews from Cottbus were often observed going to Finsterwalde. (5) [redacted] the jet bombers used a taxiway which extends in front of the ammunition bunkers behind the partially destroyed ordnance shop and terminates on an apron in front of the westernmost hangar. A strip of woods at the western extension of the runway, just south of Zabsow was being cleared as an approach lane. A target range for aircraft weapons was close to the destroyed ordnance shop about 150 meters west of the westernmost hangar. A loading ramp was west of the spur track, 150 to 200 meters southeast of the eastern hangar.
4. On 11 March, about 40 twin-engine planes were observed at the field. There was flying by three jet bombers.

Comments.

- (1) The plane with a metal cockpit is a type 30.

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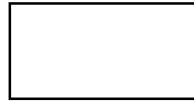
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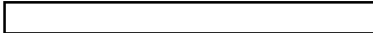
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- 2 -



25X1

25X1



(2) For sketch of antenna, see Annex. Antennas which were previously observed on type-27 planes extended from a mast just aft of the cockpit to the upper third of the rudder assembly. Further information is required to determine whether the antenna system shown on the sketch is that of the type-30 plane.

(3) The reported number of aircraft agrees with previous observations

25X1

25X1

The observed progress in training with jet bombers appears credible.

(4) This type of antenna under the fuselage is reported for the first time. So far it has not been proved that the device which projects beyond the underside of the fuselage by 60 to 70 cm, is actually an antenna rod.

(5) Finsterwalde is occupied by the headquarters of the division to which the regiment in Cottbus is assigned. This accounts for traffic between the two localities. It is possible that theoretical instruction is given in Finsterwalde for the crews of all units of the division.

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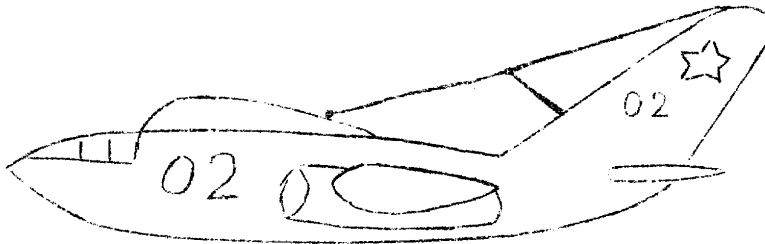
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Annex to



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Antenna System Observed on Jet Bombers at Cottbus Airfield



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